

Threatening; Light Snows,
Cold,
Northeasterly Winds.

SIXTEEN PAGES OF NEWS EVERY 12 HOURS, 50 CTS. A MONTH

PILLAGE THEIR PURPOSE

Kurds Coming to Constantinople in Hope of It.

NEWS OF MORE MASSACRES

They Occur Almost Daily in Anatolia. At Arabkir 2,000 Persons Were Killed and Wounded and Only 150 Houses Remain—Population Digging in Ruins for Remnants of Provisions.

London, Dec. 12.—The Daily News will tomorrow publish a dispatch from Constantinople, saying that the Kurds and others who are arriving at Constantinople to dispose of the plunder obtained during the massacre and pillaging in different parts of Anatolia, are also attracted to the capital by the hope that they will reap a further and richer harvest in the event of the sultan permitting a rising in Constantinople.

EAGER TO PUNISH.

Their talk of successes, coupled with the display of their plunder, has inflamed the lowest class of Moslems, who are aching with the desire to attack the heathens and who are ready to seize the slightest provocation for an attack upon them.

The dispatch adds that every mail from Anatolia brings reports of daily massacres and pillaging in small, distant places. The destitute rural Armenians are flocking into the towns, where there are no means of feeding them.

FEELING FOUR THOUSAND PEOPLE.

One European at Trabzon is daily giving food to 4,000 persons. No news has been received from the Zeyton district. There are swarms of Bashibazouks on every path, and the roads are guarded by troops.

Only 150 houses out of 2,000 remain at Arabkir, where 2,000 persons were killed or wounded. Those of the population who are still alive only subsist by digging among their ruined homes for grain and remnants of provisions. One thousand shops were looted in Sivans and 770 in Erzeroum.

SUICIDE SUSPECTED.

Suspended Catholic Priest Dies from Being Run Over by an Engine.

St. Louis, Dec. 12.—Rev. Father Cosgrove, a Catholic priest, aged thirty-five years, died at midnight Tuesday morning, as a result of being run over by a locomotive in the yards at Eleventh street this morning.

The railway officials believe that the man threw himself under the engine with suicidal intent. A few weeks ago Rev. Father Cosgrove, formerly pastor of churches in Macou and Catonsville, Mo., came to this city to solicit money contrary to the wishes of Archbishop Kain, who thereupon suspended him from priestly functions.

Family night at C. A. C. Fair.

STILL THEY COME

"905 5th St. N. W. Washington, D. C.

"Mr. Daish and Son—
"Please send me one ton of your smallest furnace coal Friday morning, the 13th. Send bill by driver. The coal received from you before gave entire satisfaction.

"Respy,
"F. R. GORDON."

NOTWITHSTANDING

the severe weather, we have not raised the price of coal any. As heretofore, for a few days, at Dump, 2d St. and Florida Ave., Free-Burning White Ash Coal—

Stove, \$4.85.

Furnace, \$4.35.

Chestnut, \$4.60.

Egg, \$4.75.

Clean Coal; 2240 pounds

to the ton; the best

grades only. Coal hauled

if you desire it, at reasonable rates of cart-

age.

8. S. DASH

& SON,

2d and Florida Ave. N. E.

Phone 328.

WITH OTHER PEOPLE'S CASH

Welzant, a Hustling Baltimore Business Man, Reported Missing.

Had as Many Occupations as Fingers on His Hands—Was Banker, Editor and Saloon-Keeper.

Baltimore, Dec. 12.—George W. Welzant, the leader of the Polish element of Baltimore, and one of the best known men in the eastern section of the city, is reported missing and it is said that he left for good because of financial embarrassments.

Welzant was interested in many things. He was quite a Democratic politician, conducted a saloon, was editor and proprietor of the Polish-American newspaper, president of the new Warsaw Land Company, which has built up a town at Middle River, proprietor of a large cannery on the new town site, president of a large business association, president of the board of trustees of Holy Rosary Church, and, in addition, conducted a banking and money-changing business.

His liabilities are roughly estimated at \$30,000. It is believed that he lost the money in his many ventures. A warrant is said to be out for Welzant for converting to his own use moneys belonging to others.

As banker, Welzant is said to have received sums aggregating a large amount. He was also engaged in the transmission of money for his patrons to their relatives in Poland, but it is rumored that several large sums which were given him to send to Poland have not yet reached their destinations.

This morning the Rev. Mieczyslaw Barabasz, pastor of Holy Rosary Church, sued out a writ of attachment in the circuit court against Welzant, for \$750, which he claims he loaned him and which have not yet been repaid. A number of fireworkies also have attachments sued out and, deputy sheriffs seized the saloon and closed it up. A large number of other claims have been filed and there are still more. Welzant owns the three houses he occupies with his family at 1000 North Bond street. There were various enterprises. They are 601, 603 and 605 South Bond street. They are mortgaged for over \$5,000.

Welzant disappeared about two weeks ago, saying he was going to New York to sell his newspaper property. A few days later he was seen in Lancaster, Pa.

NOT A DRAWING CARD

Very Few People at Jew Baiter's Abode.

New York, Dec. 12.—Rector Ahlwardt, the anti-Semitic, spoke at Cooper Union this evening on "The Essence of the modern Judaism." Only a handful of people gathered to hear the famous "Jew-baiter." There were just about as many policemen in the hall in uniform as there were spectators. There were a few Jews present.

Ahlwardt began by saying that the inquiry to be made was not whether or not the poor were becoming poorer and the rich richer. There was an interruption at this point and Ahlwardt asked that he be not interrupted. Continuing he said that he had been told that there was a difference between the Aryan and Semitic races.

There is, he said, "in every one of the Aryan races the love of labor. The Aryan races stand on the ground of labor, and while from this they are not free from all evil, they are free from the great evil of idleness. A young man directly in front of Ahlwardt asked him and three times he asked him. They both missed, but as they stood the speaker continued to say that they were eggs. In a minute the place was in an uproar. A dozen policemen swooped down on the speaker.

In answer to the invitation that he would hear any one who wanted to debate with him, two men in the audience made short speeches to which Ahlwardt replied, and the matter came to an end. The speaker then raised themselves around the hall and order was preserved. Ahlwardt was taken out the back way and quietly spirited away.

QUAY NOT A CANDIDATE.

Says He Wouldn't Take the Nomination on a Gold Plate.

Philadelphia, Dec. 12.—Recently stories have been set afloat, mainly from Washington, connecting Senator Quay's name with the Republican nomination for the Presidency. Mr. Quay was asked today about the reported combine to nominate him and he replied:

"I wouldn't take it on a gold plate. When questioned for his reasons, he replied: "Well, for two reasons. The first is that I am not fit for it, and the second is that I would not live thirty days in the office. My only ambition is to take a rest and enjoy life after I complete my duties."

"Does this mean that you will not seek a re-election to the Senate?" he was asked.

"That," answered he, "depends on circumstances."

In reply to queries as to a current story to the effect that he would be in the next Cabinet, Senator Quay said: "There is not a word of truth in it."

Coal Schooner Sunk.

Amherstburg, Ontario, Dec. 12.—The schooner Caledonia reports that her consort, the schooner George W. Adams, was crushed by the ice off Colchester Light, and sank in the night. The schooner was loaded with coal. The crew was taken off by the Caledonia. The schooner was owned by James Corrigan, of Cleveland, and worth about \$10,000. It will be impossible to raise her this season. She is insured.

Handsome Country Residence Burned.

(Special to The Times.)

Richmond, Va., Dec. 12.—"Purton," the handsome residence on York River, formerly owned by the late William H. Gaiser of Gloucester county, was burned today. The property was recently purchased for a large sum by Mr. Bryan of Indiana.

His family and Mrs. Gaiser occupied the house. Scarcely any effects were saved. The insurance is small.

Accessories for Cruisers.

Bethlehem, Pa., Dec. 12.—Turret plates and sighting devices and accessories, weighing forty-three tons, for the United States cruisers Oregon and Brooklyn, in course of construction at San Francisco, and Philadelphia, were shipped today by the Bethlehem Iron Company. Twenty tons of ammunition tubes were also shipped to the Cramps, in Philadelphia.

Cotton Mill for the Crescent City.

New Orleans, Dec. 12.—A wealthy capitalist of Rhode Island, and several members of the Cotton Exchange, had a consultation today relative to the erection of a large cotton mill in this city. The capitalist seeks no favors. His only desire is to be positive that business will not be handicapped by conditions which have been fostered rather militantly against such ventures here.

Bradley Appoints an Editor.

Frankfort, Ky., Dec. 12.—Governor Bradley this morning appointed Walter Fraser, managing editor of the Louisville Commercial to the position of assistant adjutant general.

Shovelers' Strike Ended.

Ashtabula, Ohio, Dec. 12.—The strike of the shovelers on M. A. Hanna & Co.'s dock completely collapsed yesterday afternoon when the strikers voted to apply to the manager, Fraser, individually for their old positions.

"Are others," but none like Purty Kisses.

Go to C. A. C. Fair—Carnival tonight.



ALLEN G. THURMAN DEAD

Old Roman Passes Peacefully Away at Columbus.

END OF A NOTABLE CAREER

He Was Famous Among Public Men for His Sterling Integrity and Rugged Simplicity—Defeated on the Cleveland Ticket for the Vice Presidency—His Official Career.

CONFERENCE THINKS SUCCESS DEPENDS ON INTERNATIONAL AGREEMENT.

British Delegates Authorized to Induce American Bimetallists to Accept Its Resolutions.

TRIAL OF THE TEXAS.

New Battleship Makes a Satisfactory Run of Fifty Miles.

New York, Dec. 12.—The new second-class battleship, Texas, which went to sea again early this morning, returned to her anchorage off Tompkinsville, Staten Island, tonight. A strong norther was blowing, and, as the ship was going out, a strong norther could be found who would risk going to her. A junior officer who came ashore in a launch for the ship's mail, said that the ship had been only a second "skinned down" preliminary to the official trial of her engines at sea.

In the afternoon the Texas was again out to sea. She was speeded fifty miles off shore to the southeast. There was a strong wind, but the sea was not very rough. Her engines worked well, and it was said that 133 revolutions were obtained, giving a maximum speed of 18.6.

The estimates under the required horse power are 17 knots.

From another source it was said that 17.4 knots was the average attained.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

FUTURE OF BIMETALLISM

Conference Thinks Success Depends on International Agreement.

TRIAL OF THE TEXAS.

New Battleship Makes a Satisfactory Run of Fifty Miles.

New York, Dec. 12.—The new second-class battleship, Texas, which went to sea again early this morning, returned to her anchorage off Tompkinsville, Staten Island, tonight. A strong norther was blowing, and, as the ship was going out, a strong norther could be found who would risk going to her. A junior officer who came ashore in a launch for the ship's mail, said that the ship had been only a second "skinned down" preliminary to the official trial of her engines at sea.

In the afternoon the Texas was again out to sea. She was speeded fifty miles off shore to the southeast. There was a strong wind, but the sea was not very rough. Her engines worked well, and it was said that 133 revolutions were obtained, giving a maximum speed of 18.6.

The estimates under the required horse power are 17 knots.

From another source it was said that 17.4 knots was the average attained.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.

The Texas is a fine ship, and the same authority, who was on board, said that the ship was a fine specimen of a battleship.

It was believed, however, that the requirement of a four-hour run had been exceeded.